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The regional family of de Havilland Canada turboprop airliners, formerly Bombardier Dash 8, is redirecting here. For the railway locomotive line, see the GE Dash 8 Series. Dash 8^{*}-Series Air Berlin No400 Role Turboprop Regional Airliner Manufacturer de Havilland Canada (1983-1992)Bombardier Aerospace (1992-2019)De Havilland Canada (2019-present) First flight June 20, 1983 Introduction 1984 with the status of NorOntair In production Primary users Jazz'antaisLinkHorizon AirWestJet Encore Produced 1983-present number built 1249 (by June 30, 2018) : USS14.3 million (2000) - a series of regional airliners with turboprop engine, de Havilland Canada (DHC) in 1984. DHC was later bought by Boeing in 1988, then Bombardier in 1992; then Longview Aviation Capital in 2019, reviving the de Havilland Canada brand. Powered by two Pratt and Whitney Canada PW100s, it was designed from Dash 7 with improved cruise performance and lower operating costs, but without STOL performance. Three sizes have been proposed: originally 37-40 seats -100 to 2005 and more powerful -200 since 1995, stretched 50-56 places -300 since 1989, as before 2009, and 68-90 places -400 since 1999, still in production. The W series is a post-1997 variant equipped with active noise control systems. The development of this section requires additional citations to be verified. Please help improve this article by adding quotes to reliable sources. Non-sources of materials can be challenged and removed. (February 2019) In the colors of DHC in Farnborough in 1984 in the 1970s, de Havilland Canada invested heavily in its Dash 7 project, focusing on STOL and short-term characteristics, the company's traditional field of expertise. The use of four medium-power engines with large, four-bladed screws led to relatively lower noise levels, which, combined with its excellent STOL characteristics, made the Dash 7 suitable for operating from small airports in the city, the DHC market would have felt compelling. However, only a small number of carriers used Dash 7, as most regional airlines were more interested in operating costs than in short-term costs. In 1980, de Havilland responded by dropping the short field performance requirement and adapting the base layout of the Dash 7 to use only two, more powerful engines. Its favorite engine supplier, Pratt and Whitney Canada, has developed new PW100 engines for this role, more than doubling the power from its PT76. Originally designated engine PT7A-2R, it later became PW120. When Dash 8 rolled out on April 19, 1983, more than 3,800 hours of testing were accumulated over two years on five test engines. The first dash 8 flight took place on June 20, 1983. The PW120 certification followed on December 16, 1983. Service introduction First Dash 8 delivered, the NorOntair Airliner entered service in 1984 with NorOntair, and Piedmont Airlines, formerly Henson Airlines, was the first U.S. customer in the same year. Dash 8 was introduced at a particularly profitable time. Most airlines were in the process of adding new planes to their fleet as the airline industry expanded significantly in the 1980s. The older generation of regional airliners in the 1950s and 1960s was nearing retirement, resulting in high sales. De Havilland Canada has not been able to meet the demand with sufficient production. (quote needed) DHC Resale in 1986 Boeing bought the company in an attempt to improve production at DHC's Downsview airport plants, as well as better position itself to compete for Air Canada's new order for large intercontinental airliners. (quote needed) Air Canada was the crowing corporation at the time, and both Boeing and Airbus competed heavily through political channels for the contract. In the end, it was won by Airbus, which received an order for 34 A320 aircraft in a highly controversial move. Bribery charges are now known as the Airbus case. After its failure in the competition, the citation necessary Boeing immediately put de Havilland Canada up for sale. The company was eventually acquired by Bombardier in 1992. In the mid-1990s, the market for new aircraft to replace existing turboprop aircraft grew again in the mid-1990s, and DHC responded with an improved Series 400 design. All Dash 8s, delivered since the second quarter of 1996 (including all 400s series), include the Active Noise and Vibration System, designed to reduce cabin noise and vibration to almost the level of jetliners. To underline its silence, Bombardier renamed the Dash 8 models a turboprop model series (200, 300 and 400 euros). The last Dash 8-100, a -102, was built in 2005. In April 2008, Bombardier announced that production of classic versions (Series 100, 200, 300) would be discontinued, bringing the series 400 as the only Dash 8 still in production. Production of 200 and 300 pounds was discontinued in May 2009. A total of 671 Dash 8 classics were produced; the last was delivered to Air Nelson in May 2008. The 1000th Dash 8 was delivered in November 2010. Manufacturing Bombardier intended to produce 400 euros more economically. A deal with the Machinists' Union in June 2017 allowed the assembly of wings and cockpits outside Canada to begin the search for potential partners. Bombardier is expected to produce a cabin section at its plant in Keretaro, Mexico, outsourcing wings to China's Shenyang Corp, which is already building center 400 400 Components 400 are chemically shredded, while the old variants are collected from the corrugate panels and skins. Proposed in 2007, Bombardier proposed the development of a stretch with two plug-in segments called 400X. It will compete in the 90-seat range of the market. In response to this project, as of November 2007, ATR studied the 90-seat site. In June 2009, Bombardier's president of commercial aircraft, Gary Scott, said the 400X would be definitely part of our future for possible implementation in 2013-14, although he did not specify the size of the proposed version or specify a date for the introduction. In July 2010, Bombardier Vice President Philippe Pullisu made the comments, explaining that the company is still exploring the prospects for the development of the 400X and talking to potential customers. At the time, Bombardier was not as committed to the 400X as it once was. As of May 2011, Bombardier was still firmly committed to the stretch, but envisioned that it was more likely as a 2015 or later launch, complicating the launch dates issues were new powertrains from GE and PWC, which will be introduced in 2016. After its February 2012 release, Bombardier was still investigating, but by 2011 the launch date was no longer scheduled for the 2014 lineup. There was at least a three-year delay. In October 2012, a joint development agreement was revealed with a government-led South Korean consortium to develop a 90-seat turboprop regional airliner aimed at a launch date in 2019. The consortium was to include Korea Aerospace Industries and Korean Air Lines. At the Singapore Air Show in February 2016, Bombardier announced a high-density 90-seat mock-up of the aircraft, which was due to enter service in 2018; Keeping the 28 in (71 cm) seat step Nok Air 86-seats, an additional row of seats is allowed by reconfiguring the front right door and moving back the ethereal pressure bulkhead. The payload is increased by 2,000 pounds (910 kg), and the aircraft maintenance check intervals are increased: 800 hours from 600 to test and 8,000 hours from 6,000 to check C. By August 2018, the 90-seater version was certified before delivery to launch a SpiceJet customer later that year. The sale of Longview, the revival of de Havilland Canada's name on November 8, 2018, Viking Air parent Longview Aviation Capital Corporation acquired the entire Dash 8 program and de Havilland brand from Bombardier, in a deal that will close in the second half of 2019. Viking has already acquired de Havilland Canada-style model certificates in 2006. By November 2018, sales of higher-performance 400 were slower than those of cheaper ATR aircraft. Bombardier has announced a sale for \$300 million and expects \$250 million in net. (27) will result in annual savings of \$250 million. Bombardier also sold its business jet training program to CAE Inc. for \$645 million and announced 5,000 job cuts over 18 months for 70,000 employees worldwide: 500 within 6,500 in Ontario, 2,500 in Canada and 2,000 outside Canada. In January 2019, Longview announced that it would create a new company in Ontario, reviving the name of Canadian aircraft manufacturer de Havilland to continue production of the No.400 range and support the Dash 8 lineup. It is expected that by February the sale of the program will be completed at the end of September. On June 3, 2019, the sale was closed with the newly formed De Havilland Canada (DHC), taking control of the Dash 8 program, including the previous -100, -200 and -300. Production of 400 pounds is currently planned to continue at downsview, a Toronto manufacturing facility, led by DHC. De Havilland is considering a 50-seat cut as North American airlines operate 870 aging 50-seat aircraft, mostly CRJ and Embraer ERJs. The design of the four-in-the-course, 2-2 cabins This section needs additional citations to check. Please help improve this article by adding quotes to reliable sources. Non-sources of materials can be challenged and removed. (February 2019) (Learn how and when to remove this pattern message) The distinctive features of the Dash 8 design are a large T-tail designed to protect the tail from the support wash during takeoff, a very high side ratio wing, elongated nasal targets, also holding a folding chassis, and a pointed nose profile. The Dash 8 design has a better cruise performance than the Dash 7, cheaper to operate, and much cheaper to maintain, mainly due to the availability of only two engines. It's still more than a dash of 7 and can't match the performance of the STOL of its early DHC ancestors, although it's still able to operate from smaller airports with runways 3,000 feet (910 m) long, compared to the 2,200 feet (670 m) required by a fully-loaded dash of 7. The Regional Jet Competition Introduction of the Regional Aircraft has changed the sales picture. Despite the fact that regional airlines are more expensive than turboprop, they allow airlines to carry out passenger transport on routes not suitable for turboprop engines. Turboprop aircraft have lower fuel consumption and can operate with shorter runways than regional aircraft, but have higher engine maintenance costs, shorter ranges and lower cruising speeds. When global oil prices in 2006 led to higher prices for short flights, a growing number of airlines buying regional aircraft began to turboprop regional airliners that use about 30-60% less fuel than regional aircraft. Although the market was not as resilient as in the 1980s when the first Dash 8s were introduced, 2007 increased sales of only two 40-seat regional turboprop still in Western manufacturing, Bombardier's 400 and its competitor, ATR ATR 50 to 70-two turboprop engines. The cruising speed of the 400 has a cruising speed close to that of most regional aircraft, and its mature engines and systems require less frequent maintenance, reducing its disadvantage. As the 360-knot cruising speed of 400 (414 mph, 667 km/h) approaches the speed of jets, long-haul airlines can usually replace a regional aircraft with a 400-pound aircraft without changing the gate-to-gate schedule. Most short-term routes are less than 350 miles (560 km), so the time steering, take-off and landing virtually eliminates the advantage of competing aircraft in speed. Marketing According to Bombardier Marketing, the plane breaks even after about a third of its seats filled (or a quarter with more cramped seats), making it particularly attractive on routes with different passenger numbers, where many seats will be empty on some flights. For example, Island Air in Hawaii has calculated that the use of a 50-seat regional aircraft will break even at 45 passenger seats compared to 35-36 seats in 400 pounds (about 55% break-even load ratio). (Peacock term) In 2013, Bombardier was sticking out 400 pounds for more aggressive marketing by launching a website around the plane. Importance?) Options for the aircraft were delivered in four series. The 100 series has a maximum capacity of 39, the 200 series has the same capacity but offers more powerful engines, the 300 series is a stretched, 50-seater version, and the 400 series additionally stretches to 90 37 passengers. Models, delivered after 1997, have a noise suppression in the cabin and are labeled with the prefix J. Production of the Series 100 ceased in 2005, and then 200 and 300 in 2009, leaving 400 pounds as the only series still in production. The Series 100 Series -100/200 series have the shortest fuselage Series 100 was the original 37-39-passenger version of the Dash 8, which entered service in 1984. The original engine was Pratt and Whitney Canada PW120, and then the units used PW121. The engine has a capacity of 1,800 hp (1,340 kW). The DHC-8-101 1984 variant is powered by two ENGINES pW120 or PW120A and 33,000 pounds (15,000 kg) takeoff weight. The DHC-8-102 1986 variant is powered by two engines from PW120A or PW121 and 34,500 pounds (15,650 kg) of takeoff weight. The DHC-8-103 1987 variant is powered by two PW121 engines and 34,500 pounds (15,650 kg) takeoff weight (can be changed to 35.2 000 pounds (15,950 kg) takeoff weight) DHC-8-102A 1990 version powered by two PW120A engines with a revised High Pressure PW121 and 35,000 lb (15,450 kg) takeoff weight. DHC-8-100PF 1990 converted into cargo ship Aviation payload capacity 16,466 kg (36,300 lb) 16,466 kg 42,000 lb 19,505 kg 67,200 lb 10,477 kg 26,000 lb 11,783 kg Transport Canada are equipped with the MSS 6000 surveillance system, MILITARY transport CC-142 CC-142 for the Canadian Armed Forces in Europe. Ct-142 Military Navigation Training Version for the Canadian Armed Forces. Used to train Canadian and Allied naval ACSOs and AESOPs E-9A Winget with antennas of the lower E-9A Aircraft Range Winget aircraft, which ensures that surface military training grounds in the Gulf of Mexico are cleared of civilian boats and aircraft during live fire tests of air-launched missiles and other dangerous military operations. The E-9A Winget is equipped with an AN/AP-143 (V)-1 radar that can detect an object in the water on a 25-mile raft. The aircraft operated outside Tindall Air Force Base, Florida, with two aircraft assigned to the 82nd AirBorne Squadron to support training missions. The Series 200 Series 200 aircraft is supported by the same 37-39 passenger glider as the original 100 series, but was a retrofit for performance enhancement. The 200 series used more powerful Pratt and Whitney Canada PW123 engines, estimated at 2,150 hp (1,600 kW). DHC-8-201 1995 variant with two engines PW123C. DHC-8-202 1995 variant with two engines PW123D. No 200 Version DHC-8-200 with ANVS (Active Noise and Vibration Suppression). The 300 in 300 series has a fuselage 3.43 m (11.3 ft) longer than the No. 100/200 Series 300 unveiled a longer glider that was stretched by 3.43 meters (11.3 feet) over the 100/200 series and has a passenger capacity of 50-56. The 300 series also used Pratt and Whitney Canada PW123 engines. The engine's power ranges from 2,380 hp (1774 kW) to 2,500 hp (1864 kW). The design has a lifespan of 80,000 flight cycles. As part of the expanded service program launched in 2017, dash 8-300 is extended by 50 percent, or about 15 years, to 120,000 flight cycles. The DHC-8-301 1989 variant with two PW123 DHC-8-311 1990 engines with two PW123A engines with a revised Heca Techna interior. In addition, the chassis design has been modified to a slightly shifted rear design designed to prevent tail impacts. (quote needed) The DHC-8-314 1992 variant is powered by two PW123B DHC-8-315 1995 variant variant powered by two ENGINES PW123B DHC-8-300A version of DHC-8-300 with increased payload. No300 Version DHC-8-300 with ANVS (Active Noise and Vibration Suppression). DHC-8-300 MSA Upgraded version with L-3 for marine surveillance platform. The U.S. military designated RO-6A for DHC-8-315 for the U.S. Army as a reconnaissance platform. C-147A Military designation of the United States for DHC-8-315 for the United States Army as a jump platform (45) Series 400 400 is 6.83 m (22.4 feet) larger, Than the 400 No400CC (Ryukyu Air Commuter) Series 400 introduced an even longer glider that was stretched by 6.83 meters (22.4 feet) over a series of 300 (10.26 meters) over the 100/200 series), has a larger, stouter T-tail and has a passenger capacity of 68-90. The 400 series uses Pratt and Whitney Canada PW150A engines with a rating of 4,850 hp (3,600 kW). The cruising speed of the aircraft is 360 knots (667 km/h), which is 60-90 knots (111-166 km/h) higher than its predecessors. The maximum operating altitude is 25,000 feet (7,620 m) for the standard version, although a version with drop-out oxygen masks is offered, increasing the maximum operating altitude to 27,000 feet (8,200 m). Between the introduction of the service in 2000 and the sale in 2018, Longview/Viking 585 were delivered at a rate of 30-35 per year, resulting in a lag of 65, at a market value of \$21 million net. The 1999 DHC-8-400 variant has a maximum passenger number of 68 passengers. The 1999 DHC-8-401 variant has a maximum of 70 passengers. The DHC-8-402 1999 variant with a maximum of 78 passengers. The 400 per cent and improved passenger version is the 70-78, which was commissioned in 2000. All 400s include the ANVS (Active Noise and Vibration Suppression) system. Version 400NextGen with updated cabins, lighting, windows, overhead bins, chassis, as well as reduced fuel and maintenance costs. In 2013, the option of additional capacity, capable of carrying no more than 68 passengers, was presented. The Extra Capacity option was updated in 2016 with more closely spaced to carry up to 90 passengers. The first 90-seater aircraft was delivered to SpiceJet in September 2018. The 400-WR Two 400,400 aircraft, adapted to the role of water bombardment as air tankers by Cascade Aerospace for the French company Securith Ziziore. This tanker can carry 2,600 U.S. (9,800 liters) of brake, foam or water and travel with 340 knots (630 km/h). The DHC-8 MPA-D8 2007 is being converted to use as a maritime patrol aircraft. DHC-8-402PF 2008 has transformed the cargo ship's pallet version with a payload of 9000 kg. Kombi from 400CC Aircraft. It can hold 50 passengers plus 3,720 kg (8,200 pounds) of payload. Ryukyu Air Commuter was first launched in 2015. Operators No.400 Jazz, the largest operator of Dash 8 with 85 Main Article: The list of operators Bombardier Dash 8 By 2017, the aircraft No.400 has registered 7 million flight hours with 60 operators and carried more than 400 million passengers with a reliability of sending more than 99.5%. By July 2018, there were 844 Dash 8s in airline service: 143 Series 100 with 35 operators, 42 Series 200 with 16 operators, 151 Series 300 with 32 operators and 508 400s. Orders and deliveries on order for March 31, 2019 Model Series orders deliveries unfilled series 100 299 299 - Series 200 105 105 - Series 300 2 67 267 - Series 400 645 587 58 Total 1258 58 Accidents and incidents DHC-8 was involved in 80 aviation accidents and incidents, including 31 hull losses. This led to 180,180 Fatal Accidents Fatal Accidents. It's suriv. Location Circumstances November 21, 1990 -100 Bangkok Airways Flight 125 38 0 ThailandKoh Koh Samui crashed while trying to land in heavy rain and strong winds. January 6, 1993 -300 Lufthansa Cityline 5634op. Contact Air 19 FranceParis-CDG Airport crashed near the runway. June 9, 1995 -100 Air New zealand 703 4 17 New zealand, near Palmerston North Airport During a dashboard approach in inclement weather, the plane crashed on the western slopes of the Tararua Range. February 12, 2009 -400 Colgan Air 3407op. For Colonial Connection 49 and 1 Norbert. Dornier 323 Jet: A real regional planer? Flug Review, March 30, 1997 - Masters, Coco. Giving props a new turbo. Archive 2007-09-26 in Wayback Machine Time (Journal), August 23, 2007 - Performance 400 pounds. Archive 2010-02-11 in Wayback machine g400.com. Archive: 2010-02-11. The quote accompanying the performance charts: An exceptional cruising speed of 400 pounds, putting it on par with the jet unit once up to more than 400 miles (640 km), provides the flexibility needed to fly longer sectors. 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Archive 2014-02-22 on Wayback Machine Scandinavian Airlines 39284 lb / 17819 kg [93] Max payload 8,921 lb / 4,647 kg 13,500 lb / 6,124 kg 18,716 lb / 8,489 kg Max fuel 835 U.S. gal / 3,160 L 1,724 U.S. gal / 6,526 [94] Engines 2 × PW123C/D 2 × PW150 Unit power 2,150 hp (1,600 kW) 2,380–2,500 hp (1,770–1,860 kW) 5,071 shp / 3,781 kW High speed cruise 289 km / 535 kmh 300–360 km / 556–667 km/h Ceiling 25,000 ft / 7,620 m 27,000 ft / 8,229 m Range 1,125 nm / 2,084 km 924 nm / 1,711 km 1,100 nm / 2,040 km Takeoff (MTOW, SL, ISA) 3,280 ft / 1,000 m 3,870 ft / 1,180 m 4,675 ft / 1,425 m Landing (MLW, SL) 2,560 ft / 780 m 3,415 ft / 1,040 m 4,230 ft / 1,289 m See also Aviation portal Canada portal Related development de Havilland Canada Dash 7 Aircraft of comparable role, configuration, and era 29-34 mest Britanskij aerokosmicheski Jetstream 41, 1.000 units 328 Embraer EMB 120 Brazilia Saab 340 42-60 mest An-140 ATR 42 Fokker 50 Saab 2000 Xian MA60 64-78 mest ATR 72 British Aerospace ATP Il-114 Pochajko sniski списков Notes : Report on the status of the program for 400 pounds (PDF). 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